

5.Remove the spark plug.

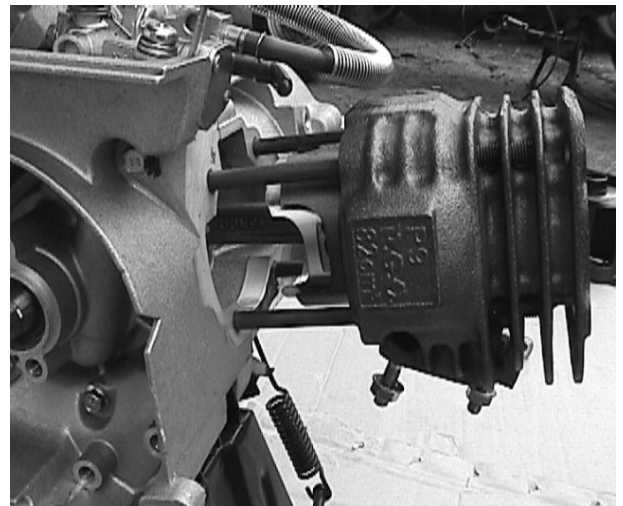
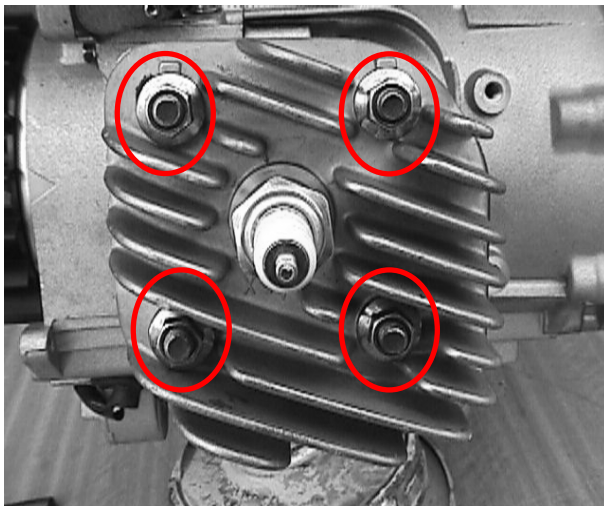
6.Remove the two M6 nuts on the muffler and cylinder.

Also remove the two M8-bolt of crankcase.

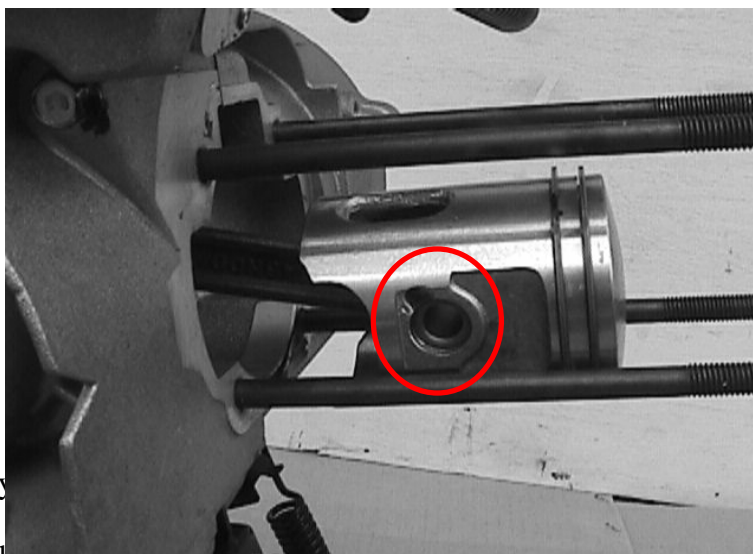
7.Remove muffler.



8.Remove the four M7-nut on the cylinder head, then remove the cylinder head and cylinder head gasket.



9.Remove the Cylinder and the gasket.



10.Remove the c ty

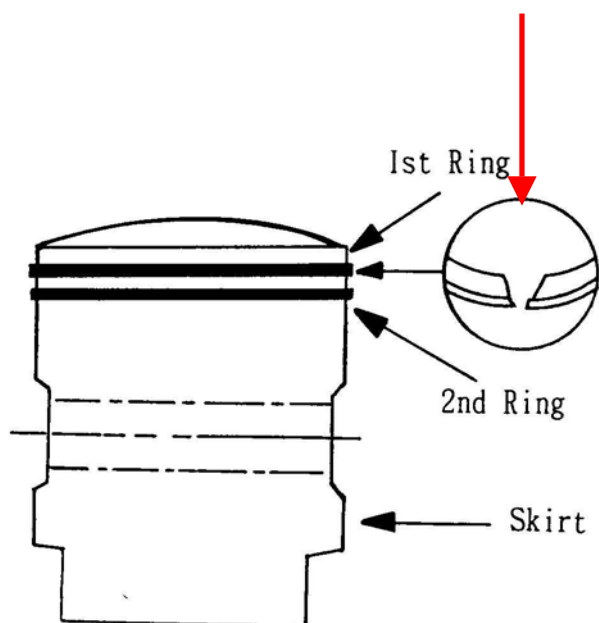
- Take off piston.

11.Dismatling of the piston ring Take on the first piston ring then the second ring.

12.When assembling please reverse the procedures of dismantling.

Locking torque:
M7:1.0-1.4kg-m
M6:1.0-1.2kg-m

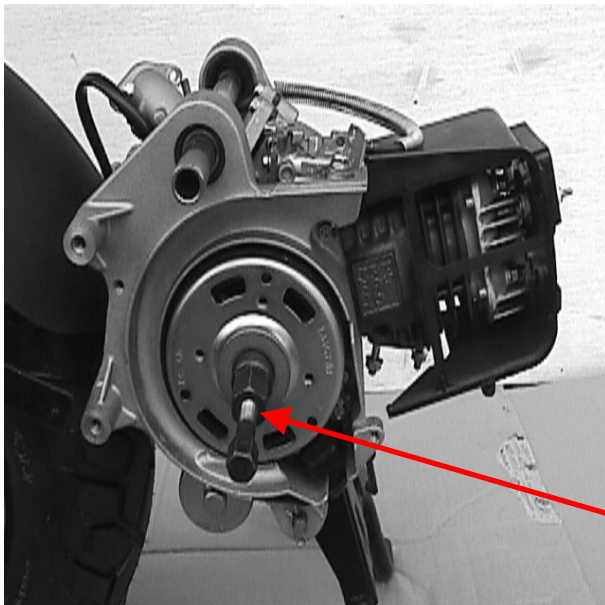
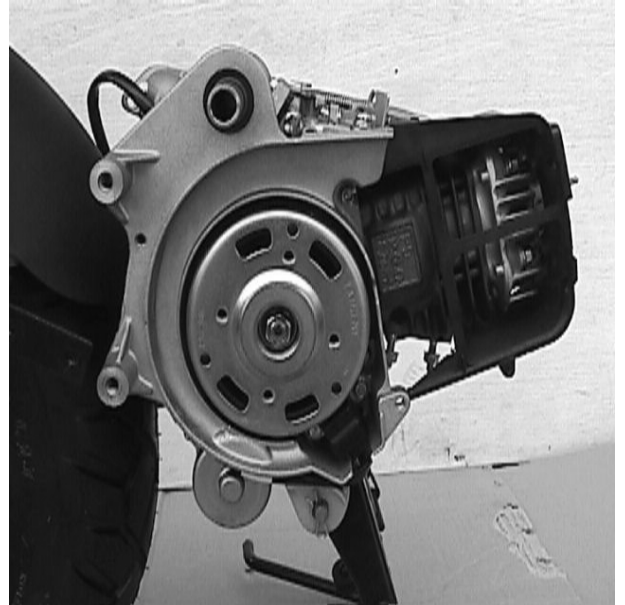
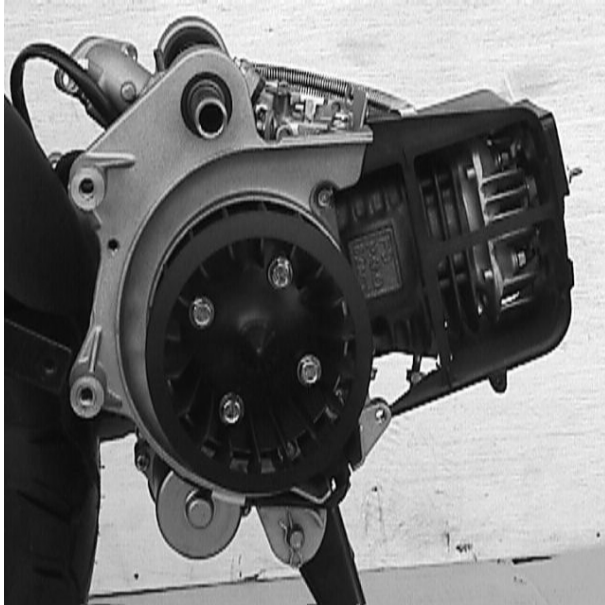
Opening end of piston ring



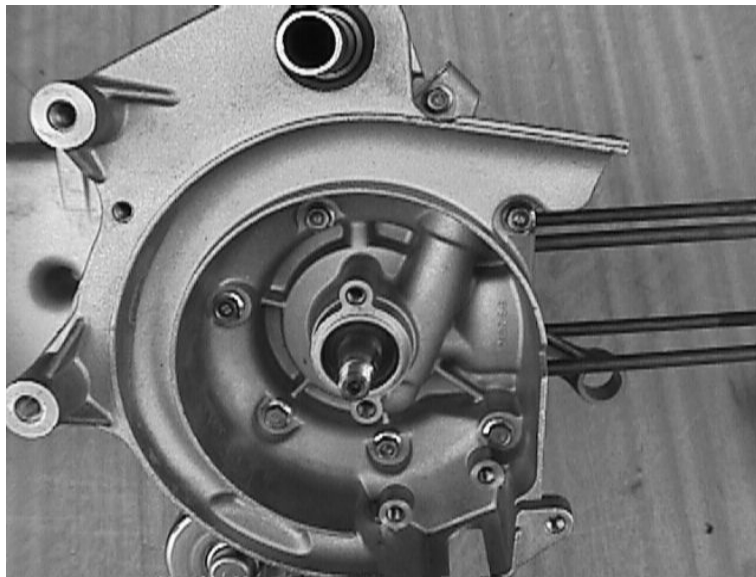
(6)A.C. Generator, Flyweel

A.Dismantling AC generator

- 1.Remove fan cowl.
- 2.Remove the M6 screws(4)
- 3.Remove Screws of flywheel magneto
- 4.Remove the AC flywheel magneto by special tool.



5.Remove the flywheel.

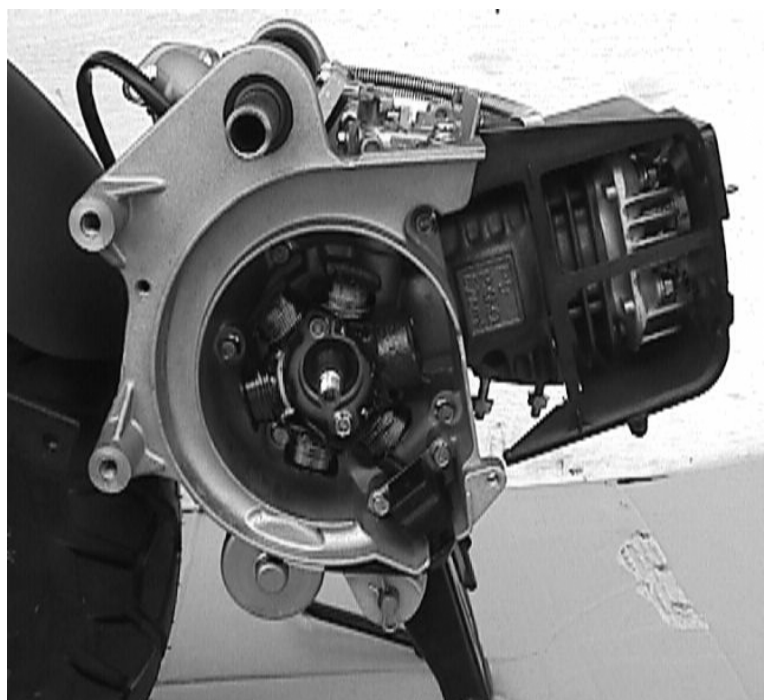


6.Remove the electric plug of AC Flywheel magneto.
Take out the magneto.

B. Install AC generator

To install, please reverse the dismantling procedures.

Locking torque: M6: 1.0~1.2kg-m M10: 3.2~4.0kg-m
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(7)Final Transmission Mechanism

A. Trouble shooting

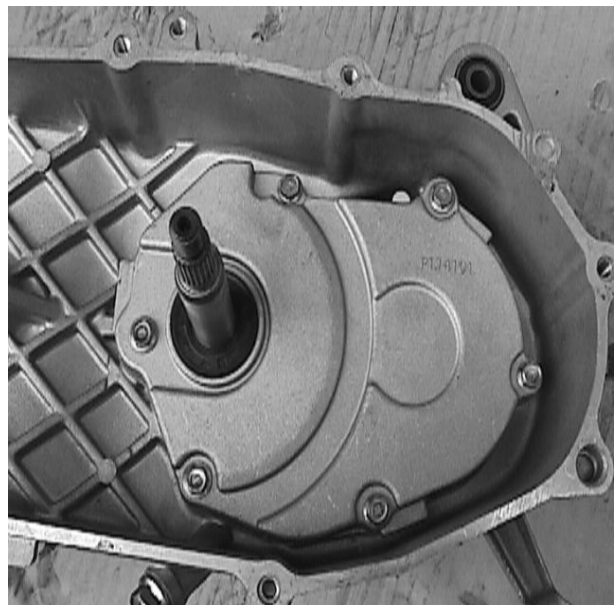
- Engine can be started, but vehicle doesn't move.
 - 1.Gear worn-out or cracked.
 - 2.Gear burnt out.
- Noise occurs when running.
 - 1.Gear worn out, burnt or gear surface damaged.
 - 2.Bearing worn out or loosen.
- Oil leakage
 - 1.Too much oil.
 - 2.Seal worn out or damaged.

B. Disassemble the final transmission mechanism.

- 1.Remove the rear wheel.



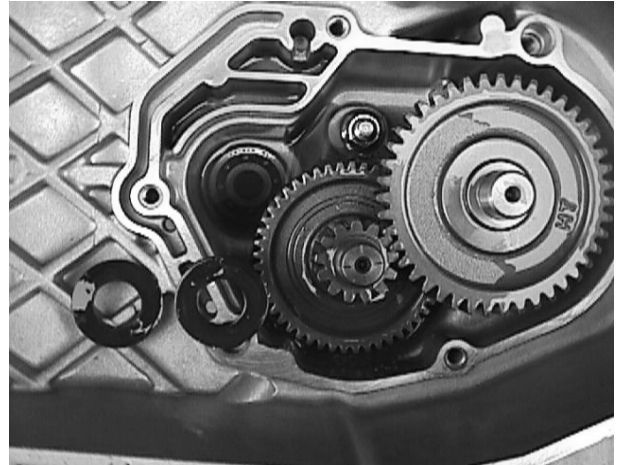
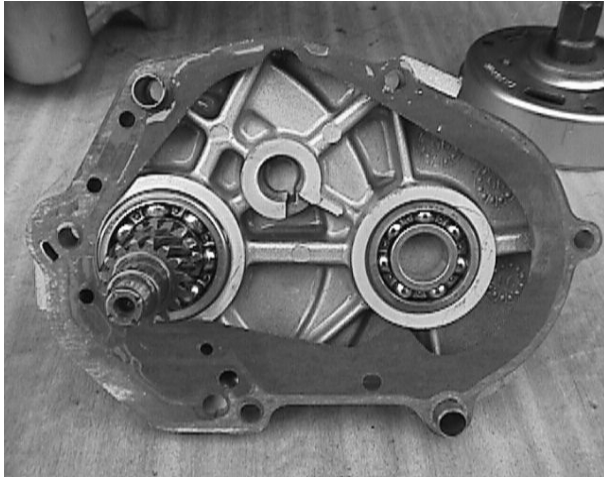
- 2.Drain off the oil in the gear box.



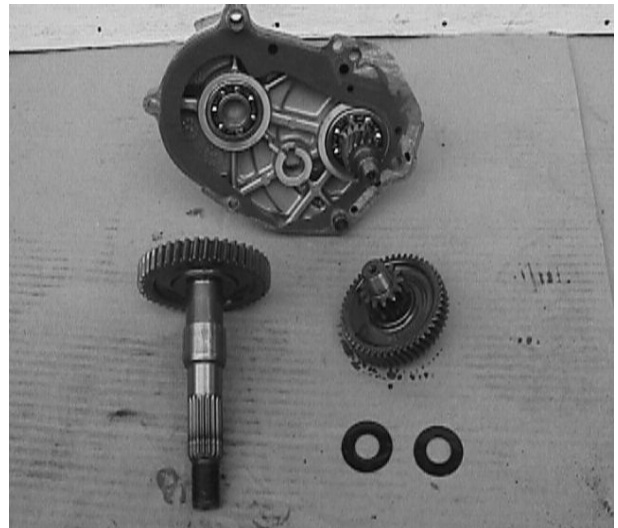
3.Remove the 6 bolt in gear box cover

4.Take off the gear box.

5.Take out the final reduction gear and idle gear shaft.

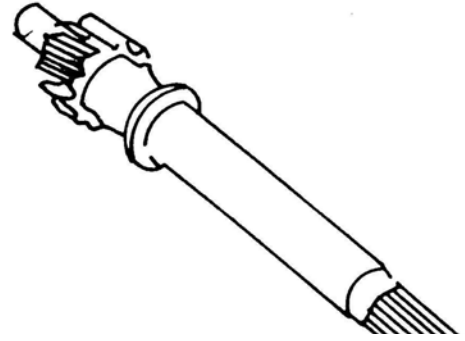


6.Clean up the gear box

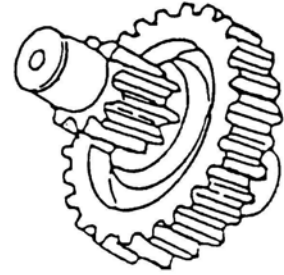


C. Check the final transmission mechanism

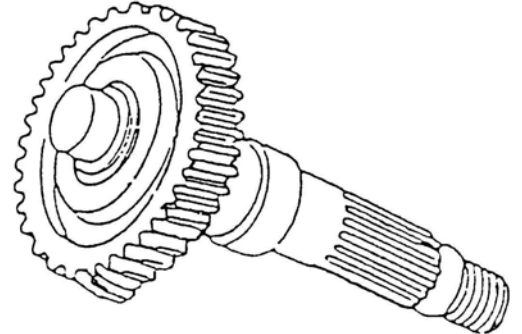
1. Check the wearing condition of the driving shaft and gears.



2. Check the wearing condition of the idle gear shaft and idle gears.



3. Check the wearing condition of the final reduction gear.



4. Check the wearing condition of the oil seal and bearing.

D. Assemble the final transmission mechanism: please follow the opposite procedures

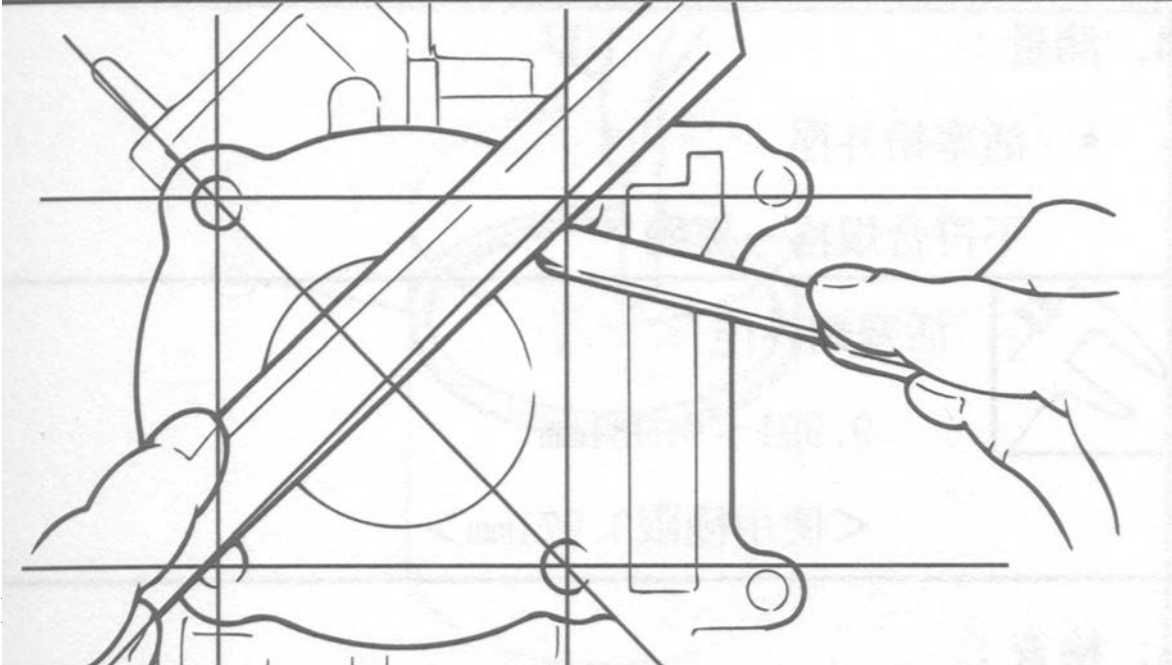
Of disassembling. After locking the drain bolt, refill 90c.c of gear oil, SAE 85W/140.

Locking torque: M6: 1.0~1.2 kg-m M10: 3.5~4.0 kg-m Drain bolt: M8: 1.8 kg-m

E. Check for the flatness of cylinder head & cylinder.

Check the flatness of contact surface of cylinder head & cylinder.

Limit of use: If it exceeds 0.1mm
Change a new one.

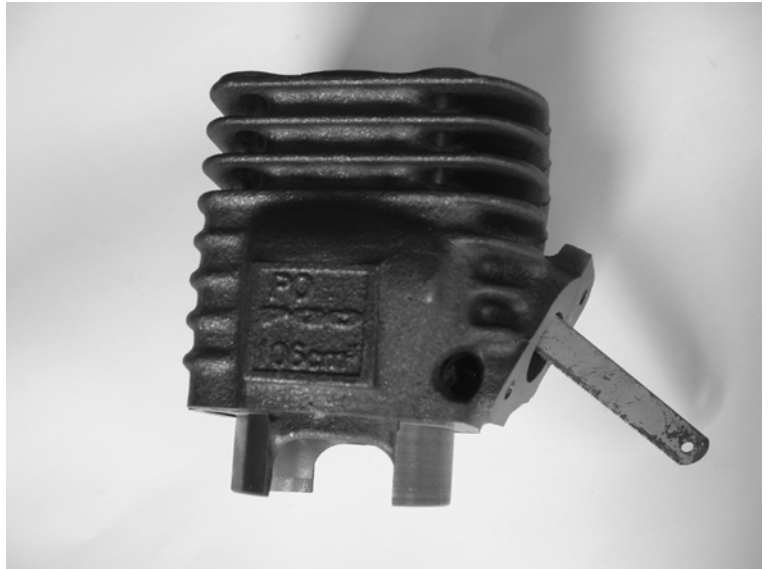


- Clean out the carbon piled up in combustion chamber.
- Do not scratch the combustion chamber and contact surface of the cylinder during cleaning operation

G. Check cylinder and piston:

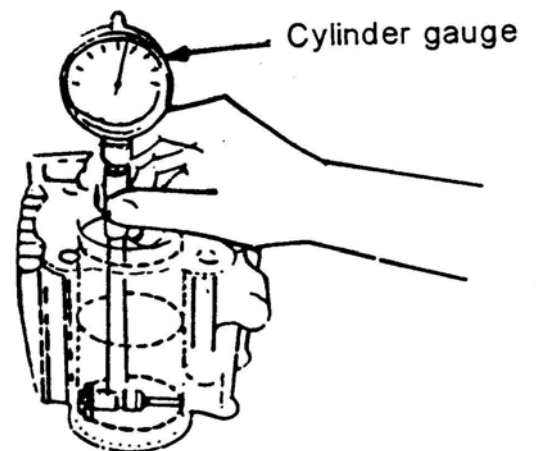
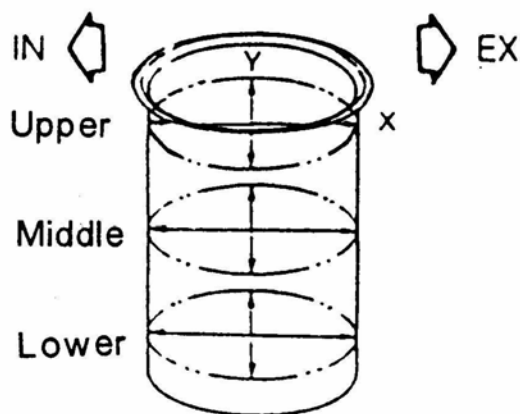
1. Check the wearing and damage condition on the contact surface of the cylinder and piston.
2. Clean out the carbon on the cylinder exhausting port.

Be careful not to scratch the inner surface of cylinder.



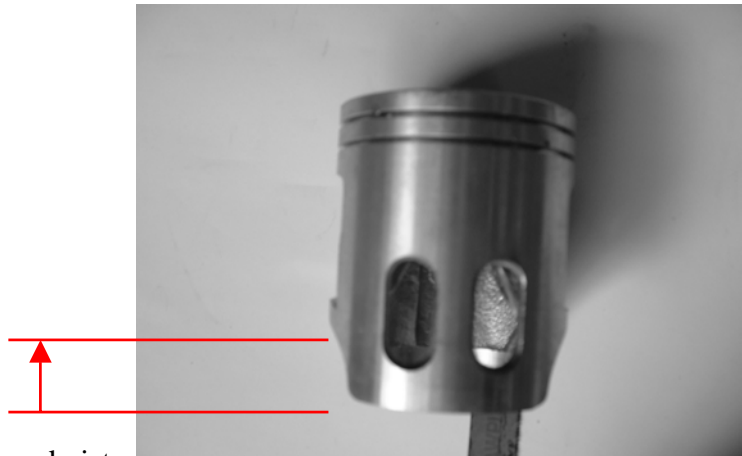
3. Cylinder bore measurement:

- (1) Measure each point (A)(B)(C) orderly, and in X.Y. axis to find the smallest value.
- (2) Limit of use: 50cc-change it when over 40.050mm



4. Piston outer diameter measurement:

- (1) Measure at the skirt area where is 12 mm from the skirt lower end of skirt.
- (2) Limit of use: 50cc-change if when below 39.895mm



- (3) Calculate the clearance between the cylinder and piston.

Limit of use: change it when over 0.100mm

5. Inner diameter measurement of the piston pin hole

Limit of use: change it when over 14.032mm

